

Message Text

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POUCHED ALL CONSULAR POSTS IN CANADA

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SUBJECT: CIVAIR: ROUTE NEGOTIATIONS -- MARCHAND PRESS
CONFERENCE -- III

1. TRANSPORT MINISTER JEAN MARCHAND HELD WELL-ATTENDED PRESS CONFERENCE TUESDAY AFTERNOON. HIS OPENING STATEMENT AND MINISTRY OF TRANSPORT PRESS RELEASE BOTH ON CONCLUSION AIR TALKS AT WASHINGTON SENT SEPTELS. PREVIOUS TO CONFERENCE, MARCHAND TABLED TWO STATEMENTS IN HOUSE OF COMMONS FOR LATER DISCUSSION. USE OF THIS PARLIAMENTARY DEVICE CREATED UPROAR IN HOUSE, IN WHICH MINISTER WAS STRONGLY CRITICIZED BY MOST OPPOSITION SPEAKERS FOR NOT GIVING OUT STATEMENT TO THE HOUSE FOR DISCUSSION AND TRYING TO HIDE THINGS FROM PARLIAMENT.

2. AT CONFERENCE, MOST OF THE QUESTIONS RELATED TO MINOR AMPLIFICATION POINTS IN OPENING STATEMENT, ESPECIALLY ON TIMING OF OPERATIONS UNDER VARIOUS ROUTES. MARCHAND WAS NOT VERY SPECIFIC IN HIS REPLIES AND REFERRED BACK CONTINUALLY TO STATEMENTS. SIGNIFICANT QUESTION-
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ING, HOWEVER, OCCURRED WITH RESPECT TO FORTHCOMING

CHARTER NEGOTIATIONS.

3. MARCHAND, ASSISTED BY DUPUY, EMPHASIZED THAT BOTH ROUTES AGREEMENT AND PRECLEARANCE AGREEMENT WERE CONTINGENT UPON CONCLUSION OF A SATISFACTORY CHARTER AGREEMENT AND HAD BEEN SO LINKED BY THE UNITED STATES. EMPHASIZED THAT CANADA HAD MADE IT CLEAR THAT CHARTER NEGOTIATIONS SHOULD BE SPEEDY AND SHOULD CONCLUDE IN FIVE TO SIX DAYS AFTER OPENING. THE ISSUES, HE INDICATED, HAD BEEN UNDER DISCUSSION FOR SEVERAL YEARS AND THE MAIN STUMBLING BLOCK TO THEIR RESOLUTION UP TO NOW HAD BEEN LACK OF TIME FOR SYSTEMATIC DISCUSSION OF CHARTER ISSUE. DUPUY POINTED OUT THAT BOTH US AND CANADA HAD AGREED THAT THE ROUTE NEGOTIATIONS HAD PRIORITY. IN RESPONSE TO QUESTION AS TO WHAT WAS AT STAKE IN THE CHARTER FIELD, DUPUY INDICATED THAT NO AGREEMENT PRESENTLY EXISTS AND THE UNILATERAL REGULATIONS OF EACH SIDE GOVERN THE CONDUCT OF BUSINESS. CANADIAN POLICY IS BASED UPON PROTECTION OF THE INTERESTS OF CANADIAN CARRIERS AND RECOGNIZES THAT CANADA GENERATES TRAFFIC FOR SUN MARKETS TO WHICH THE US WISHES ACCESS FOR ITS CARRIERS. THE ISSUE AT STAKE IS THE DEGREE OF THIS ACCESS. MARCHAND PARRIED A QUESTION AS TO WHAT WAS CANADA'S BARGAINING WEAPON IN THIS SITUATION, IN WHICH CANADA COULD ONLY LOSE ITS PRESENT ADVANTAGES. HE INDICATED AN ANSWER WOULD BETRAY HIS POSITION AT THE NEGOTIATING TABLE. HOWEVER, HE ADDED, OVER THE LONG RUN A CHARTER AGREEMENT WILL BE VERY BENEFICIAL TO CANADA.

4. QUESTIONS ON PRECLEARANCE WERE FAIRLY PERFUNCTORY. MARCHAND EMPHASIZED THE RIGHTS OF CARRIERS UNDER THE AGREEMENT TO REQUEST THAT PRECLEARANCE BE ESTABLISHED AT SPECIFIC POINTS, BUT THAT WITHIN THE FRAMEWORK OF THE AGREEMENT THIS WAS A MATTER OF CARRIER CHOICE RATHER THAN GOVERNMENTAL DECISION. HE ALSO INDICATED THAT IT APPEARED LIKELY TO HIM THAT HALIFAX AND CALGARY OR EDMONTON WOULD BE ADDED SHORTLY TO THE LIST OF CANADIAN POINTS AT WHICH US PRECLEARANCE IS PROVIDED AND THAT HE CONSIDERED IT LIKELY THAT CANADIAN PRECLEARANCE WOULD BE LIMITED OFFICIAL USE

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INAUGURATED IN THE NEAR FUTURE AT TAMPA AND/OR MIAMI AS WELL AS NEW YORK. HOWEVER, HE REPEATED, THIS IS A QUESTION FOR THE CARRIERS THEMSELVES TO DECIDE. HE ALSO PARRIED A QUESTION FROM THE NEW YORK TIMES AS TO WHAT WOULD HAPPEN IF ONE CARRIER SERVING A POINT, (E.G. NEW YORK,) WISHED PRECLEARANCE INAUGURATED AND THE COMPETITIVE CARRIER ON THE ROUTE DECIDED IT DID NOT WISH TO PARTICIPATE. LIKEWISE, MARCHAND EMPHASIZED

THAT THERE IS NO REASON WHY CANADIAN CARRIERS WHO
HAVE SUSPENDED PRECLEARANCE OPERATIONS CANNOT
NOW IMMEDIATELY RESUME IF THEY WISH. EVEN AT
TORONTO II FACILITIES CAN BE MADE AVAILABLE, IF THEY
WISH TO PAY THE COSTS.
SCHMIDT

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